

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT OR GROUND ACCIDENT
IDENTIFICATION, FLIGHT AND NARRATIVE

REPORT SYMBOL 3750-7

OPNAV FORM 3750/BA (REV. 4-68) 5/N 6107-731-8101

I. IDENTIFICATION

See Section H of OPNAVINST 3750.6

1. FROM (Name and mailing address of activity)

VF-102 FPO New York, New York 09501		2. MOR NUMBER	3. DAMAGE CODE
4. TYPE OF MISHAP <input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> GROUND ACCIDENT <input type="checkbox"/> INCIDENT		5. NO. OF OCCUPANTS	6. DATE
two		2 SEP 69	7. MODEL A/C
8. MODEL OTHER A/C IF INVOLVED		10. BUND	11. NO. OF OCCUPANTS
None		NA	NA
12. DAMAGE CODE		Alpha	
155533		NA	

13. INDIVIDUALS INVOLVED (Use Additional Sheets if Required) NAME (Last, First and Middle Initial)		14. RANK/RATE	15. BRANCH OF SERVICE	16. DUTY BILLET	17. INJURY CODE	18. DISPOSITION
A. PILOT AT CONTROLS AT TIME OF MISHAP BEDINGER, William M.		LT	USN	Pilot	A	A
B. CO-PILOT YOUNG, Terrell R.		LTJG	USNR	Navigator	A	F
C.						
D.						

II. FLIGHT DATA (At Time of Emergency)

1. TERRAIN CLEARANCE 30-100 FEET	2. CABIN ALTITUDE NA FEET	3. TIME AT CABIN ALTITUDE NA HOURS MIN.	4. AMBIENT ALTITUDE 10-12,000 FEET	5. TIME AT AMBIENT ALTITUDE Second HOURS MIN.
6. PLACE IN FORMATION <input checked="" type="checkbox"/> A - SINGLE AIRCRAFT Y - OTHER (SPECIFY) _____ <input type="checkbox"/> L - LEAD _____ <input type="checkbox"/> W - WING _____		8. HORIZON <input checked="" type="checkbox"/> 1 - DISTINCT 8 - OTHER (SPECIFY) _____ <input type="checkbox"/> 2 - OBSCURED _____		
7. CLOUD CONDITIONS <input checked="" type="checkbox"/> 0 - CLEAR <input type="checkbox"/> 3 - IN CLOUDS <input type="checkbox"/> 1 - OVERCAST <input type="checkbox"/> 4 - IN AND OUT OF CLOUDS <input type="checkbox"/> 2 - UNDERCAST 8 - OTHER (SPECIFY) _____		9. DURATION OF FLIGHT HOURS MIN. 2 minutes		

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PARA 69
ORNAVINST 3750.6 SERIES

III. NARRATIVE ACCOUNT OF MISHAP (Continue on Reverse Side if necessary)

On 2 SEP 69, flight crews of MV-103 and MV-114 were sent on a VFR ferry mission to deliver their respective aircrafts to NAFB at HCAJ Cherry Point to have a pre-arranged stabilator repair (which had already been completed on all the other squadron aircraft) and return their aircrafts back to NAS Oceana on the same day. After having lunch and the maintenance work having been completed, the flight crew of MV-114 became airborne first at about 1550 orbiting at 10,000 - 11,000 feet overhead while awaiting MV-103. After refueling to full capacity, MV-103 requested and was cleared for a high performance takeoff and unrestricted climb. Weather conditions were fine. At 1618, MV-103 was observed by ground personnel to make a normal takeoff, roll and liftoff, after which he accelerated in afterburner along RW 23. Near the upwind end of RW 23, MV-103 began a smooth pull up to a near vertical attitude, while decelerating rapidly. At this point, MV-114 was approximately 3/4 - 1 mile away at 10,000 feet and observed MV-103 climb to about 12,000 feet in a near vertical attitude and then slowly fall thru inverted to a near horizontal attitude, afterwards rolling upright in a Immelman type recovery. The aircraft apparently stalled falling off immediately to the right while losing altitude rapidly. The aircraft was observed to do a roll and one-half while falling like a leaf as in uncontrolled flight. About mid-point down the rolling stopped and the pilot then rolled the aircraft upright while describing post-stall type gyrations in a near vertical dive. At an estimated 1500 - 2000 feet the aircraft's nose was observed to pitch up placing the aircraft in a near horizontal attitude. The aircraft immediately fell off to the right and entered a nose down spin attitude. The RIO was observed to eject at approximately 300-500 feet when the aircraft was in a steep nose down attitude. The aircraft impacted with the pilot in a wooded picnic area about 550 yards South of the upwind end of RW 23. The entire descent of the aircraft took approximately 20 seconds.

The RIO was observed while still in his seat with the stabilizing and drogue chutes deployed as he passed down thru the trees into a clearing.

ORIGINAL